Non- Significant Regulatory Differences

Amendment Pair: 14 CFR Part 25 Amendment 25-87
JAR 25 Change 14 Amendment 25/96/1

General Comments and Assumptions:

This following list of non-SRD regulations which require direct FAR compliance is based on the FAR/JAR 25 Amendment pair noted in the header. This non-SRD list combined with the SRD list together define the regulatory differences that must be accounted for in the validation.

The following guidelines were used to limit the identification of differences to those that had a particular bearing on the standards for type certification of turbopropeller and turbojet powered transport category airplanes:

1. There are a number of standard editorial differences between JAR and FAR, such as reference to "Administrator" in FAR vs. "Authorities" in JAR, and differences in spelling. These differences were not considered regulatory differences, unless they had a particular bearing on the standards for type certification.

2. JAR 25 does not provide standards for reciprocating-powered airplanes, skiplanes, amphibians, flying boats, or airplanes with standby rocket engines. Differences concerning standards for those airplanes are not reflected in this list.

3. Various paragraphs of JAR-25 refer to ACJ's or AMJ's. Regulations that are otherwise identical were not addressed in the regulatory differences comparison that produced this list, as this study only addressed regulatory differences, and did not address differences in advisory material. Differences in interpretive/advisory material will be addressed with separate Validation Items (VI), if needed.

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FAR Regulation	Remarks
Subpart A	
25.2	JAR does not specify any retroactive requirements
Subpart B	
25.149(e)	Difference between the 2 codes concerning the extent to which lateral control may be used in determining Vmcg. Compliance with JAR may not assure compliance with FAR. A lower Vmcg may be obtained under JAR than under FAR
25.177(c)	FAR more severe. FAR *(c)* requires positive stability down to 1.2 Vs1 in all configurations, and applies to the full speed range specified for all sideslip angles.
Subpart C	
25.305(a)	Compliance with JAR 25.683(b) and (c) may result in a non-compliance with FAR 25.305(a). FAR 25.305(a) requires that for any load up to limit load, deformation must not interfere with safe operation.
25.305(e)	No corresponding JAR
25.305(f)	No corresponding JAR
25.335 general	JAR design speed for max gust differs from FAR. FAR uses Vs1g speeds.
25.335(a)	JAR 25.335(a)(2) refers to Vbmin rather than Vb
25.335(d)	Differences in application and equivalent safety findings may exist.
25.345(b)	FAR flap design speed based on Vs1g.
25.345(d)	FAR does not specify a speed for the design condition. JAR specifies "maximum approach speed," which may differ from the FAR design speeds for the flaps specified elsewhere in the FAR.
25.351(a)	FAR does not allow a variable pedal force input for the design condition, or limitation to maximum available booster effort, as the JAR does.
25.391(e)	The terminology for the aerodynamic surfaces is different. The FAR says "Auxiliary aerodynamic surfaces," while the JAR only says "Outboard Fins."

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FAR Regulation	Remarks
Subpart C (cont'd)	
25.427	Differences in requirement
25.445(a)	Criteria for horizontal tail surfaces differs considerably
25.473	JAR 25.473(d) is a unique JAR requirement which allows bottoming of tires but FAR 25.473 does not.-
25.473	JAR 25.473(e) is a unique JAR requirement which specifies 10 ft/sec conditions. Compliance with JAR may result in non-compliance with FAR 25.305(c) which requires consideration of flexibility at higher sink rates.
25.479(a)	Difference in landing speeds due to differences in 1g stall speed
25.481(a)	Difference in landing speeds due to differences in 1g stall speed
25.511(b)	JAR allows specific loading distribution which may not be accepted by FAA
Subpart D	
25.605	JAR limits applicability to primary structure. FAR requires approved process specification.
25.619	Additional JAR reservation to seek "other appropriate measures" may result in FAR non-compliance.
25.723(a)	Differences in interpretation of extent airplane can be modified before new drop test required. JAR references ACJ which provides guidelines not accepted by FAA.
25.729(b)	JAR allows no locks if not hazardous, FAR does not.

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FAR Regulation	Remarks
Subpart D (cont'd)	
25.777(e)	FAR specifies minimum spacing between gear and flap levers; compliance with JAR does not assure compliance with FAR
25.785(g)	FAR includes requirement for single point release, and accessability of controls when seated and strapped in. FAR also requires means to secure restraint system when not in use.
25.791(d)	Required locations of placard differ FAR/JAR.
25.809(h)	Specific to FAR (tailcone exit).
25.832	Specific to FAR (ozone concentration).
Subpart E	
25.901(b)	JAR references JAR E vs. FAR reference to FAR Part 33.
25.903(a)	JAR references JAR E vs. FAR reference to FAR Part 33.
25.904	This section and JAR 25X20 both refer to Appendix I. FAR Appendix I does not permit performance credit for power settings less than 90 percent of maximum takeoff thrust. FAR Appendix I requires that means other than thrust lever to increase power must be located on or forward of the thrust or power levers and that it meet the requirements of 25.777(a), (b), and (c).
25.997(d)	FAR compliance must be based on installed configuration; JAR does not apply to strainers or filters already approved under JAR-E
25.1013	FAR compliance must be based on installed configuration; JAR does not apply to oil tanks already approved under JAR-E
25.1015	FAR compliance must be based on installed configuration; JAR does not apply to oil tanks already approved under JAR-E
25.1019	FAR compliance must be based on installed configuration; JAR does not apply to oil strainers or filters already approved under JAR-E.
25.1019(a)	JAR 25.1019 lacks the provision of FAR 25.1019 (a)(5) which requires that an oil filter or strainer with no bypass must have a means to connect it to the warning system called out in 25.1305(c)(7).
25.1091(e)	JAR references JAR E vs. FAR reference to FAR Part 33.
25.1103(a)	JAR does not contain the induction system drainage requirements of FAR 25.1103(a). While this section applies primarily to reciprocating engine installations, it does apply to turbine APU installations.
25.1103(e),(f)	JAR does not include FAR 25.1103 (e) and (f) APU induction system fireproofing requirements.
25.1141(f)	In (f)(2), JAR pertains to valves controlled from cockpit while FAR pertains to power assisted valves. JAR applicability limited to valves essential to safe operation of airplane.
25.1167	JAR references JAR E vs. FAR reference to FAR Part 33.

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FAR Regulation	Remarks
Subpart F	
25.1303(b)	In (b)(4), by reference to section 121.305(k), FAR requires third attitude indicating system, when installed, to be independent of other attitude indicators, and operative without selection after total failure of electrical generating system.
25.1305(c)	In (c)(5) JAR states that an indicator to indicate the functioning of the powerplant ice protection system is required only for a system that is selectable or contains some means of regulation. Thus JAR limits the applicability of the rule. In (c)(6)&(7) JAR lacks requirements concerning indication of fuel and oil strainer or filter contamination contained in FAR. In (c)(8) JAR allows an equivalent means for compliance, which may result in non-compliance with FAR
25.1321(b)	JAR does not apply to instruments required by 25.1303(a), while FAR does.
25.1353(c)	In (c)(6), JAR limits applicability to batteries without low energy charging means.
25.1415(c)	FAR requires survival equipment to be attached to liferaft
25.1441(a)	JAR may limit number of occupants provided oxygen
Subpart G	
25.1513	Specific to FAR. Vmc must be established as an operating limitation.
25.1529	JAR by association with Appendix H refers back to 25.571 which is an SRD
25.1547(c)	Specific to FAR, which requires calibration card to state whether calibration was made with radios on or off.
25.1581	JAR 25x1591 is a specific JAR requirement, that if complied with will result in FAR non-compliance. Such information, if provided in the FAA AFM, must be in an unapproved section.
25.1585	JAR differs in considerable detail from FAR. The differences are such that compliance with JAR does not ensure compliance with FAR. Much of what is regulatory in FAR is contained in JAR advisory material only.
25.1585(b)	FAR requirement for AFM information on fuel system is not contained in JAR.